

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 19... When handed in at Local Office 9/11 1924 Port of NEWCASTLE-ON-TYNE

No. in Reg. Book Survey held at Helburn-on-Tyne Date, First Survey 11 April 1923 Last Survey 28 Decr. 1923

15284 on the Wood, Iron or Steel &amp;c "BRITISH GENERAL" Master

TONNAGE:- Built at Newcastle By whom Palmers Co When 1922 6

GROSS 6985 Owners British Tanker Co Ltd Port belonging to London

UNDER DEK 6472 Owners' Address RETAIN

NET 4073 (If not already recorded in Appendix to Register Book)

Surveyed Afloat or in Dry Dock? Dry Name of Dock Palmers Destined Voyage Abadan

WB=CellDBorDBa feet; u&amp;B feet; f feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

total capacity tons. FPT tons; APT tons; MT feet tons.

Y.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 1081 Port met.

CHARACTER: For Special Survey, Date of last Survey and of Periodical Surveys.

Years Assigned now or expected.

Machinery and Boiler Surveys (including date of S.B., if any).

Society's Freeboard (if assigned) as painted on Ship and now verified 7 ft. 9 ins.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined? yes - not required Was a damage report made by anyone else? If so, by whom? Underwriters

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage + SS No 3

Damage caused by stranding in Persian Gulf see Malta report 1081 repaired as follows.

Vessel placed in dry dock, bottom rudder cleaned examined &amp; (after repairs) coated

The following plates renewed. Keel No 1-2-5-6-7-8, A Strake port No 2-3-4-5-6-7-8

+9, Starboard No 7-8-9-10, B Strake port No 3-4-5-6-7-8-9, Star No 8-9-10-12

C Strake Port side No 4-5-6-8-9-10, Star side No 4-5-8-9-10-11, D Strake port No 7-8-9-12

Star side No 3-4-5-6-7-8-9, E Strake Port side No 6-7-10-11, Star side No 4-5-6-7-8

F Strake port side No 5, Star side No 6.

The following plates removed joined replaced Keel No 4, A Strake Star No 12, B Strake

port No 2, C Strake Port No 3+7, Star No 12, D Strake Port No 1-2-3, E Strake Port

No 1+5, Star side No 3, F Strake Port No 4. (over)

SUMMARY OF DAMAGE REPAIRS:-

Plates. 63 Frames. 19 side R. Frames. 18 Floors. 18 Beams. Str. Plates. Dk. Plates. Other Items:-

Renewed 12

Removed and Faired or Repaired 5+2

Faired or Repaired in place

PRESENT CONDITION OF THE

Decks good State if Tanks have been examined inside yes

Caulking of Decks " State if Tanks now tested yes

Waterways " Bulkheads good

Coamings " Ceiling none

Beams &amp; Fastenings " Cement or Asphalt good

Outside Plating " Rudder good

Caulking of ditto " Steering gear and its connections "

Rivets " Windlass "

Breasthooks &amp; Crutches " Have Pumps now been examined and found efficient? yes

Transoms " Have Sluice Valves now been examined and found efficient? none

Reverse Frames " Have Watertight Doors now been examined and found efficient? yes

Floors " Have Ventilators and their Coamings been examined and found efficient? yes

Keelsons " (State if examined)

Stringers " Dblg. Plates under Sounding Pipes good

Inner Bottom Plating " Engine Room Skylights "

Copper, or Y.M. of Wood Vessels (State if on Felt.)

When put on, Month Year

Boats good

Masts, Yards, &amp;c. aloft

Condition, how ascertained (State if wedges removed) none

Sails 6+

Equipment letter 3B.15.

Anchors, No. of 3B.15.

Cables (State if now ranged) yes

" length 300 size 2 1/2

" (on board) 300 size 2 1/2

" Rule length 300 size 2 1/2

Hawser &amp; Warps good

Standing &amp; Running Rigging "

General Observations, Opinion as to Class, Recommendation, &amp;c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,15," or "to remain as classed and to have record of survey, 1,15, and the notations of ss No. 1-15 and ptND15, &amp;c."

This vessel is now in good efficient condition and eligible in my

Opinion to remain as classed with record of survey 12.23 Mue.

+ notation of SS Mue No 3-12.23

Survey Fee (per Section 20) £ 34 : 10 : 0 Fees applied for, 9/11 1924

Special Damage or Repair Fee (if any) £ 126 : : : Received by me, 11/2/24

Travelling Expenses (if chargeable) £ : : : CERTIFICATE

Second Surveyor's Fee (if any) £ : : : Surveyor to Lloyd's Register of Shipping.

Committee's Minute THE JAN. 15 1924

Character Assigned 100A1 fair: pel: in bulk

Write Note. Filled for oil fuel &amp;c

A.S. No 3-12.23. + Lm.C. 12.23

Lloyd's Register Foundation

W346-0117 1/2



The following plates faired in place: - Port-A strike No. 1. Distalke port No. 13, E strike port No. 2, F strike Std No. 5, I strike port No. 4 also two counter plates.

Framing: - Fore deep tank 15 side frames renewed, 4 part renewed, 18 floors renewed, all intercostals port side in line of wash bulkhead removed, 17 other intercostals removed, 3 frames of floor faired in place on Std side.

No. 1 tank 4 channel longitudinals renewed + 1 removed faired.

3 deep girder plates renewed, 3 transverse frames part renewed.

No. 2 tank 6 longitudinals renewed, 3 transverses part renewed.

No. 3 tank 5 longitudinals renewed, 1 deep girder (long?) renewed, 3 transverses part renewed

No. 4 tank 11 channel longitudinals renewed + 7 removed faired, 2 deep girder (long?) renewed, 4 transverses renewed + 1 part renewed.

No. 5 tank 13 channel longitudinals renewed, 1 deep girder renewed + 1 part renewed, 4 channel longitudinals removed faired, 2 transverses renewed + 1 part renewed.

No. 6 tank 6 channel longitudinals renewed + 2 removed faired, 1 deep girder part removed faired, 2 transverses part renewed

No. 7 tank 3 longitudinals renewed + 1 removed faired, 1 deep girder part removed faired, 1 transverse part renewed.

No. 8 tank 1 longitudinal renewed + 1 removed faired

No. 9 tank 1 longitudinal renewed + 1 removed faired

Pump room 4 longitudinals renewed + 7 removed faired

For Copeland 6 diaphragm plates renewed + 6 removed faired.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT. EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	Owts.	qrs.	lbs.	Owts.	qrs.				lbs.
	1st Bower ...																
	2nd "																
	3rd "																
	Collective Weight,																
38523	Stream .....	20	30		5	0	22	21	8	0	14	20	2	0	Common	-	C. Heath, 30-4-23, Pa.
	Kedge.....																

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

[illegible]

External Renewals carried out to brackets + reconnecting bars to longitudinals + transverses + to shell connections + to connections.

Bulkheads - Collision bulkhead - bottom plate removed.

Deep tank wash plate 1 plate + 1 stiffener removed faired + 1 stiffener unreinw.  
1 plate removed + 5 stiffeners removed faired

For Coppardam - for bullhead - 2 Bottom plates renewed, shell bar bent renewed  
" apr bullhead 1 bottom plate fixed in place

No. 99 Bhd. 1 bottom plate part renewed + 1 joined in place, shell bars renewed.

Rpt. 9a.  
Port of NEWCASTLE-ON-TYNE

Continuation of Report No. 7740 dated 28 Dec 1923 on the

S.S. British General.

No. 76 Bulthead. 2 bottom plates part renewed + shell bars renewed.  
No. 73 " 2 bottom plates part renewed + shell bars renewed  
No. 70 " 2 bottom plates + 1 - 2<sup>nd</sup> strake plate renewed. + shell bars renewed  
No. 64 " 2 bottom plates part renewed + shell bars renewed.  
No. 66 " 1 bottom plate part renewed + shell bars renewed.  
No. 54 " 1 bottom plate part renewed + shell bars renewed.  
Centre line 3 bottom plates renewed. + 2 framed in place.  
3 hogrosted stiffeners renewed. + 4 removed framed.

Cargo pipe lines in bowels extensively renewed, heating coils in fore  
deep part renewed & all coated..

all Comp tanks, fuel tanks, ballast tanks & Cofferdams tested after repairs.

hood decks over accommodation part removed & all caulked.

New stream anchor supplied, Cables ranged & examined & a large number of minor repairs effected.

S. No. 3 Requirements of this survey carried out. All cargo spaces, peaks & E. B spaces examined, all fuel bunkers, Copper drums & ballast tanks examined inside, & all oil rovatn spaces tested as per rule. Bottom rudder examined, decks, masts spar & rigging, Casings hatchways covers ventilators & coverings, plating under side lights, windlass steering gear, air sounding pipes anchors ropes, Chain cables (ramped) examined. Freeboard verified. No hand pumps H.T doors examined.

all iron work cleaned where necessary & coated.

Room  
pump  
Shell drilling